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FAA-03-14193-10

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U.S. DEPARTMENT OF TRANSPORTATION

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Docket Management System
U.S. Department of Transportation
Room Plaza 401
400 Seventh Street, SW.
Washington, DC 20590-0001

Subject: Docket Number FAA-2003-14193 - Design Standards for Fuselage
Doors on Transport Category Airplanes

To Whom It May Concern:

Notice of Proposed Rulemaking Docket Number FAA-2003-14193 is one that should be passed. There have been many plane crashes to date that happened because of a fuselage door being open(ed), whether on purpose or by accident. The safety of the traveler and cargo on the planes should be one of utmost importance, whether the traveler is the pilot or someone who is paying for the ride, whether the cargo is priceless or un-important.

With regard to the Proposed Changes to §25.783(b) that safeguards be put into place to protect against both inadvertent and deliberate opening of doors during flight, this proposal would be very helpful in the instance that someone in the plane was walking around and happened to trip and catch themselves on the door hatch release. This proposition would make it so that no serious accident would happen, i.e. the door opening and the cabin de-pressurizing. There also have been some instances where a plane that is carrying money or some other valuable commodity has been taken over and the hijacker got away by opening the door and jumping out. This proposal would greatly decrease the possibility of that happening anymore, and for this purpose alone I strongly agree with this Rule.

Concerning Proposed Changes to §25.783(e) that would require warning, caution, and advisory indications for doors that are not fully closed, this suggestion is close to what the newer cars have, where a buzzer, or horn will beep

and a light will show on the dashboard that a door is open. When a plane is taking off it needs smooth airflow over the whole plane, if a door was to be left partially open then that would cause serious repercussions to all stages of the flight, the takeoff, cruising, and landing, possibly leading to fatal repercussions. With this proposal that hazard will not as easily take place.

In conclusion, though I have not covered all the different sections of the Docket, I do agree strongly with what is suggested and feel that it should be passed.

Sincerely,

Beth A Mann